

**REMARKS**

Claims 9-16 are presently in the application. Claim 9 has been amended.

The indicated allowability of claims 15-16 is appreciated.

Two typographical errors have been noted in the specification. In paragraph 0026, line 2, "24" has been changed to --25--. In paragraph 0027, line 1, "12" has been changed to --22--.

Claims 9-12 have been rejected under 35 USC 102(b) as being anticipated by Tuckey (US 5,873,349).

Claims 13 and 14 have been rejected under 35 USC 103(b) as being unpatentable over Pursifull et al. (US 6,988,488) in view of Tuckey.

Claim 9 has been amended to more clearly distinguish the claimed subject matter of this application from the prior art. In particular, claim 9 has been amended to include the recitation that the "first connecting conduit for connection to a fuel pressure line situated in the vicinity of the valve seat feeds into the first chamber...".

The subject of this claim has the advantage that both chambers 31, 32 are in pressure equilibrium, when the feed pump 7 is running and the pressure outlet valve is closed. As a result, the opening pressure of the pressure outlet valve, which opens only when the feed pump is off, is independent of the pressure in the pressure line 10 when the feed pump is on. The opening pressure of the pressure outlet valve can in this way be less than the operating pressure in the pressure line 10 when the feed pump is on. By means of the through conduit, it is attained that the pressure outlet valve opens only when the feed pump is off, since only in that case is a differential pressure sufficient for opening applied to the valve body.

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In US 5,873,349 to Tuckey, conversely, no pressure equilibrium takes place between the two chambers separated by the diaphragm 30. Instead, with the valve open, a negative pressure generated by the Venturi effect is even built up, which acts on the diaphragm 30 counter to the spring force of the spring 62 and opens the valve still farther. While the chamber 32 of the valve of the invention is fuel-filled, the chamber 38 in US 5,873,349 to Tuckey contains air or a vacuum.

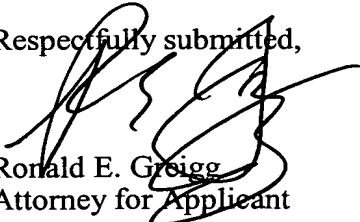
As clearly delineated in claim 9, applicant's claimed first connecting conduit 23 is connected to fuel pressure line 10. In contrast, the corresponding passage 52 of Tuckey is simply open to the fuel tank and serves as a bypass.

Nor does Pursifull et al. disclose, teach, or suggest the invention as recited in claim 9.

Claims 10-16, all the other claims in the application, depend from claim 9 and are allowable at least for the same reasons as claim 9.

Entry of the amendment and allowance of the claims are courteously solicited.

Respectfully submitted,



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